

Shipping.

"SHIRE" LINE OF STEAMERS.

HAMBURG AND ANTWERP.

"CARDIGANSHIRE,"

... or about MONDAY, the 15th inst.
instead of as previously advertised.
For Freight or Passage, apply to
DODWELL, CARLILL & Co
Agents.
Hongkong, 6th February, 1862.

"SHIRE" LINE OF STEAMERS.
FOR NAGASAKI, KORE AND YOKOHA
VIA INLAND SEA.
THE Steamship
"PEMBROKESHIRE,"
Capt. T. Brown, will be despatched as above
on or about WEDNESDAY, the 17th inst.
For Freight or Passage, apply to

DODWELL, CARLILL & CO.
Agents,
Hongkong, 9th February, 1862.

THE Steamship
"EDENDALE."
 Captain Humphreys, will be despatched
 before or about the 20th instant, instea
 is previously advertised.
 For Freight or Passage, apply to

Agents.
Henshaw, 20th February 1900.

"UNION" LINE OF STEAMERS.
FOR NAGASAKI, KOBE AND YOKOHA
VIA INLAND SEA.
THE Steamship
"TORRINGTON,"
Captain Berwick, will have prompt despatch
above Ports after arrival.
For Freight or Passage, apply to
DODWELL, CARLILL & CO

Hongkong, 28th January, 1892.

AUSTRIAN LLOYD'S STEAM NAV.

STEAM FOR
SINGAPORE, PENANG, COLOM
HOMRAX ADEN SUITZ PORT SAI

**BRINDISI, VENICE, FIUME,
AND TRIESTE.**
Taking Cargo at through rates to CALCUTTA,
MADRAS, PERSIAN GULF, RED SEA, BLACK
LEVANT and ADRIATIC PORTS).

"ELEKTRA,"
will be despatched as above on the 24th inst.

Cargo will not be received on board after 4 P.M. prior to date of sailing.
For further information as to Passage and Freight, apply to
DAVID SASSOON, SONS & CO.
Hongkong, 8th February, 1892.

Masonic.

DILIGENTIA  L O D

A MEETING of the above LODGE
be held in FREEMASONS' HALL, 2c
Street, TO-MORROW, the 11th instanc
5 for 5.30 p.m. precisely. Visiting Bre
are cordially invited.

ST. JOHN LODGE
OF HONGKONG,
No. 618, S.C.
A REGULAR MEETING of the

2. A LOUGE will be held in FREEMAN HALL, Zetland Street, on FRIDAY, the instant, at 8.30 for 9 p.m. precisely. Vth Brethren are cordially invited.
Hongkong, 6th February, 1892.

PERSEVERANCE  LODGE 1088

A REGULAR MEETING of the named Lodge will be held in FREEMASONS' HALL, Zealand Street, on TUESDAY the 16th instant at 8.30 for 9 p.m. none

Visiting Brethren are cordially invited.
Hongkong, 8th February. 1892.

To be Let.
THE FOREMAN LAND AND BUILD

TO LET.

A FEW HOUSES in KNUTSFORD
RACE containing 5 Rooms each
 Bath-rooms, Tiled Corrs. Healthy situ.

Apply to
THE HONGKONG LAND INVESTMENT
& AGENCY Co. Ltd.

TO LET.

Apply to
DAVID SASSOON, SONS & CO

TO LET.
THE PREMISES known as Bowdoin

ALSO,

For further particulars, apply to
GORDON & CO.
Hongkong, 16th December, 1891.

Journal of Management Studies, 19(6), 709-728.

[illegible]

Intimations.

DAKIN BROS. OF CHINA, LIMITED,
CHEMISTS, &c.
COD LIVER OIL JELLY.

THIS is a sweet and exceedingly palatable jelly easily retained and digested by the most delicate stomach. Children speedily grow fond of it and ask for more, and although it contains 50 percent of the purest Cod Liver Oil, all fatty taste and favour is entirely covered.

In glass jars at 75 Cents.
COD LIVER OIL, GENUINE, NORWEGIAN.

This is without exception the finest oil that can be produced. Great care is taken in selecting healthy livers only in its manufacture, and as we buy direct from the manufacturer, we are able to guarantee it "Genuine."

Per bottle, 75 Cents and \$1.25.
COD LIVER OIL EMULSION.

A form in which the oil may be taken without difficulty by delicate patients and children.

Per bottle, \$1.
COD LIVER OIL EMULSION WITH HYPOPHOSPHITES (Lime and Soda).

A combination of great value in wasting diseases, especially of the Chest and Respiratory Organs.

Per bottle, \$1. Per dozen \$10.
BALSAM OF ANISEED AND LIQUORICE.

For the relief of all catarrhal complaints, such as Coughs, Colds, Hoarseness and Soreness of the Chest, &c.

In bottles, 50 Cents and \$1.
BALSAMIC COUGH LOZENGES.

A never failing remedy for Coughs.

In bottles, 50 Cents.
Nos. 22 & 24, QUEEN'S ROAD CENTRAL.

A. S. WATSON & CO., LD.
WINES AND SPIRITS.

WE invite attention to the following Brands, all of which are excellent quality and good value for the money.

The same being specially selected by our London House, and bought direct from the most noted Shippers, are imported in wood and bottled by ourselves, thus enabling us to supply the best growths at moderate prices.

In ordering it is only necessary to state the name and quantity of Wine or Spirit wanted, and initial letter for quality desired.

PORTS. (For Invalids and general use).

	Per doz.	Per Bot.
A Alto Douro, good quality, Green Capsule	\$10	\$1.00
B Vintage, superior quality, Red Capsule	12	1.10
C Fine Old Vintage, superior quality, Black Seal Capsule	14	1.25
D Very Fine Old Vintage, extra quality, Violet Capsule (Old Bottled)	18	1.50

SHERRIES.

A Delicate Pale Dry, dinner wine, Green Capsule	6	0.60
B Superior Pale Dry, dinner wine, Green Seal Capsule	7.50	0.75
C Manzaniella, Pale Natural Sherry, White Capsule	10	1.00
D Superior Old Dry Pale Natural Sherry, Red Seal Capsule	10	1.10
E Very Superior Old Pale Dry, choice old Wine, White Seal Capsule	12	1.10
F Extra Superior Old Pale Dry, very finest quality, Black Seal Capsule (Old Bottled)	14	1.25

CLARETS.

A Superior Breakfast Claret, Red Capsule	4	\$4.50
B St. Raphael, Red Capsule	4.50	1.00
C St. Julien, Red Capsule	7	1.50
D La Rose, Red Capsule	11	1.50

MADEIRA, HOCK AND CHAMPAGNES.
FULL PARTICULARS OF THE VARIOUS BRANDS IN STOCK ON APPLICATION.

BRANDY.

A Hennessy's Old Pale, Red Capsule	13	\$1.20
B Superior Very Old Cognac, Red Capsule	15	1.40
C Very Old Liqueur Cognac, Red Capsule	20	1.75
D Hennessy's Finest Very Old Liqueur Cognac, 1873 Vintage, Red Capsule	30	2.50

SCOTCH WHISKY.

A Thorne's Blend, White Capsule	8	0.75
B Watson's Glenorchy, Mellow Blend, Blue Capsule with Name and Trade Mark	8	0.75
C Watson's Aboulen-Glenlivet, Red Capsule, with Name and Trade Mark	8	0.75
D Watson's E. & D. Blend, the Finest Scotch Malt Whiskies, Violet Capsule	10	1.00
E Watson's Very Old Liqueur Scotch Whisky, Gold Capsule	12	1.10

IRISH WHISKY.

A John Jameson's Old, Green Capsule	8	0.75
B John Jameson's Fine Old, Green Capsule	10	1.00
C John Jameson's Very Fine Old, Green Capsule	12	1.10
D Genuine Bowmore Whisky, Fine Old, Red Capsule, with Name	10	1.00

GIN.

A Fine Old Tom, White Capsule	4.50	0.40
B Fine Unweathered, White Capsule	4.50	0.40
C Fine A. V. H. Geneva	5.25	0.50

RUM.

Finest Old Jamaica, Violet Capsule	12	1.00
Good Leeward Island, \$1.50 per Gallon		

LIQUEURS.

Benedictine Maraschino		
Curaçao		
Herrings Cherry Cordial		
Chartreuse (Dr. Slegert's Angostura Bitters, &c.)		

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.
ESTABLISHED A.D. 1841.
Hongkong, 4th February, 1892.

For Sale.

NOW READY.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST"
FOR 1892.

THIS Valuable Work, with many NEW ADDITIONS AND IMPROVEMENTS, IS NOW READY.

PRICE THREE DOLLARS.

Orders for Copies of THE "HONGKONG DIRECTORY" may be sent to the following Agents—

HONGKONG... Mr. W. Brewer.
" Messrs. F. Blackhead & Co.
" Messrs. Henemann, Herbert & Co.
" Messrs. Kelly & Walsh, Limited.
" Messrs. Lane, Crawford & Co.
" The Hongkong Trading Co., Ltd.
" Man Yi Tong, Hollywood Road.
" Messrs. A. A. de Mello & Co.
MACAO... Mr. N. Moalle.
" Mr. H. W. Churchill.
SHANGHAI... Messrs. Kelly & Walsh, Limited.
" Messrs. Kelly & Walsh, Limited.
" Yokohama.
SINGAPORE... Messrs. Sayle & Co., Limited.
" Messrs. Amédée Prince & Co.
LONDON... Messrs. Amédée Prince & Co.

or to
"THE HONGKONG TELEGRAPH" Office,
Pedder's Hill,
Hongkong, January 23rd 1892.

DEATH.
At the Government Civil Hospital, on the 10th instant, RICHARD HENRY SMYTH, Surgeon, Captain, Army Medical Staff. Funeral at 3 p.m. to-morrow afternoon.

THE HONGKONG TELEGRAPH.
HONGKONG, WEDNESDAY, FEBRUARY 10, 1892.

"CHARBONNAGES"

A GENERAL impression has prevailed for some time past that an early return to prosperous times in this colony depends to a very considerable extent on the success of the *Société Française des Charbonnages du Tonkin*. There is no doubt a good deal of truth in this view. Coal is by far the most important factor in Hongkong's commercial life, and the effects of a practically unlimited supply of thoroughly workable steaming coal being available from Hongkong, an island only a trifle over a two days voyage from this port, are too apparent to require elaboration. This coal supply would simply effect a revolution in one of our most important branches of trade, and would further place Hongkong shipping companies and their shareholders in a very different and much more satisfactory position than any they have held for a long time past. And that, after the experiences of the past two years and under existing circumstances, is a consummation devoutly to be desired. Further, an element which ought not to be lost sight of is the fact that a fair proportion of local residents are interested as shareholders in this Company, and to them success would mean, especially in these unprecedentedly hard times, sunshine in place of shadow, hope of better days when the clouds are at the blackest. It is no secret that considerably over one million dollars of Hongkong money have already been expended in developing these mines, and of course it is equally obvious that there are many good men and true, who believed in the enterprise from the beginning, who backed up their belief by purchasing shares at the abnormally high rates irrationally caused by a thoughtless enthusiasm and desperate spirit of speculation, and who have "carried" these shares ever since at enormous cost to themselves. It is the lack of ready money—the alms of war—added to a want of confidence in the stability and remunerative earning powers of many of our local industrial and other undertakings, to which must be attributed the almost universal paralysis so conspicuous in every department of business in Hongkong for so many months; and as we have already stated, it is hoped and believed that a well-founded and completely justified "boom" in Charbonnages would prove a panacea for existing troubles.

Have events so far justified a reasonable indulgence that this belief is on the point or within measurable distance of practical realization? No difficulty should be met in arriving at a fairly reliable estimate, as we have had and substantial facts on which to base our conclusions. Detractors of the Hongkong coal, and they have been both numerous and brazen-tongued, have from time to time flooded the colony and the Far East with highly colored reports and rumours to the effect that the coal was useless for steamers, that it would not generate steam, that it proved destructive to fire-bars, and played "Shoo!"

generally wherever and whenever it was used. However, during the past couple of months the products of the Hongkong mines have been subjected to numbers of independent tests on board steam vessels of various classes, the *long file* of which is beyond question, and we venture to hazard the opinion that, as a whole, these tests will be considered both satisfactory and encouraging. Some particulars of the trials on board the Douglas Co.'s steamers *Namoa* and *Halong*, the Indo-China Co.'s *Taiyang* and *Choyang*, the *Asiochi*, and others have already been published, and substantially agree. The coal, so far, with all its admirable qualities, is not yet quite perfect; it is slow in igniting, and—just the same as coal from Cardiff and Newcastle—requires a slightly different method in "firing" to that which, for instance, answers well with the Japanese product. But the Hongkong coal is clean and economical to work, keeps steam up to the required point without any difficulty, is almost smokeless, and it must not be forgotten that nothing but what is practically surface coal has yet been shipped from the mines. When actual mining is really an accomplished fact, when instead of simple gallery excavations the miners "go down" and the inexhaustible supply is utilised to meet the never-failing demand in this colony, we have no doubt that the very highest anticipations will be fully realised. The few troubles as to trivial furnace alterations being necessitated in some steamers amount to nothing; they will quickly die out, but to ensure a substantial return for the capital invested, a very largely increased output, and the very lowest possible price that can be fixed are absolute necessities.

TELEGRAMS.
THE UNITED STATES AND CHILI.
LONDON, February 1st.
President Harrison announces that he is satisfied with the apology received from Chili.

THE PRESIDENTIAL ELECTION.
February 8th.
It is announced that Mr. James G. Blaine, Secretary of State, will not offer himself as a candidate for the Presidency at the forthcoming United States election.

LOCAL AND GENERAL.
THE *Langkath v. Smith* libel action in Bangkok has been arranged, the defendant making the *amende honorable*.

THE Bangkok libel case, *Edon v. Hayat*, was to be tried at the United States Consulate at that port, early this month.

THE Bangkok Tramway Co. settled Mr. Evans' claim for injuries received in an accident on November 8th by payment of \$8,000.

SHIPPERS of tea by the *Empress of Japan* will be glad to learn that their consignments arrived in New York yesterday in first-class condition.

TWELVE chair coolies were fined a dollar each to-day by the Police Magistrate for "rushing" passengers in the Hongkong Hotel. "Charge of the Light Brigade" at a discount.

A REGULAR meeting of the "Ararat" Lodge of Royal Ark Mariners, will be held in Freemasons' Hall, Zetland Street, this evening, at 8.30 for 9 o'clock precisely. Visiting brethren are cordially invited.

THE *Slam Free Press* says that Baron Kettler, who had been appointed to succeed Herr Kempermann as German Minister-Resident at Bangkok, has received orders to proceed to Valparaiso.

WOODYKAR's circus was again liberally patronised last night, and doubtless will continue to draw good houses with its present programme for some time to come. The "Wild West" has taken root and will flourish.

THE Penang Marine Association, the outcome of Captain Bunt's case, is now established on a firm basis. Draft rules have been circulated among the members, and the Committee now await suggestions regarding them.

"What was the subject of your debate this evening?"
"Was it well discussed?"
"Yes! most of the members were full of the subject."

A BOSTON (Mass.) boatman who received a 50 cent piece for saving four men from drowning had the coin engraved "Reward of Merit for Rescuing four Men from Drowning 125 cents apiece." He will wear the coin as a medal.

THE *Strait Times* says it was rumored in Singapore that each of the hundred or so officers and men of the *Argyle* and *Sutherland* Highlanders, on board the *Orizaba*, were to be landed at Karachi to complete the battalion there. There was a vague report to the same effect before the troops left Hongkong.

CAPTAIN McDougall, the inventor of the whale-boat steamer, was lately at Everett, on Puget Sound, and the work at the yard was to start at once. It is proposed to construct a number of whaleboats of large capacity for the coal and lumber trade along the coast, and, if the business will justify it, some of the vessels will be put on the China trade.

It is officially notified that a light-house will shortly be erected at Point Chateau, the white beacon which has stood there for many years has fallen down (probably owing to old age, while sets or some other unavoidable cause), and matters of vessels are warned against approaching within three miles of the locality. But why not erect a temporary beacon, say, eight members of the Marine Board of Port Adelaide?

Two foreign squadrons will be here shortly. The French squadron, with Admiral Hamelin on board the flag-ship *Trojan*, will sail from Hongkong bound either to-morrow, and a Japanese fleet, including the Armstrong-built cruiser *Yamato* and *Takachiho*, under the command of Admiral Arima, will visit us as a comparatively early date. These two squadrons have five admirals in all: English, Russian, American, Japanese, French, and Japanese, and enough ships of war to form a modern armada.

THE *Slam Free Press* learns that Dr. Willis has been appointed Consulting-Physician to the King of Siam.

For some time past the Bangkok Fictitia Company have been running their launches as a serious loss and at a meeting of shareholders held on the 25th January, it was decided to put the Company into liquidation.

Drunken Beachcomber—"I've not much longer to live, your Worship; the Lord will not spare me much of my time."
The Magistrate (with deep emotion)—"Well, I'll give you a fortnight."

THREE ladies who kept *maisons de plaisir* without the sanction of the Government were today fined to the extent of \$50 each by Mr. Wise. This source of revenue might be considerably developed without great injury to the Colony.

MR. Pedder's Wharf—"Marie, this has become past endurance. This morning, when I was taking my bath, that monkey of yours jumped on my back. You've got to choose between him and me." Mrs. P.W.—"Well, give me three days to think it over."

"I don't want to spare no expense, Mr. Architect," said Belyj. "I want a palace and nothing less. Have two staircases, one to go up and the other to go down, and have the coal cellar freestock. I'm going to show people there's nothing cheap about me."

THE Bangkok Rice Trade, according to the *Free Press*, is still in a most unsatisfactory state. Freely boats are arriving in Bangkok with half cargoes, and the river is filled with lighters awaiting freights that are yet but in dim perspective. Prices range high, and there are no signs at present of a brighter prospect in the near future.

At the Police Court to-day the proprietor of a Chinese clothing store in East Street was charged by Inspector Hamilton with assisting two seamen to desert from H.M.S. *Impregnable* the 3rd inst. He admitted the offence, and no evidence was therefore necessary, but it is stated that he supplied them with a longshore rig and took over their gear of servitude. He was ordered to find two sureties of \$50 each for six months good behaviour, which he did.

We are informed that the whistling buoy at Dove Island, Swatow, which stranded the *Home* during a stormy night in January, has been found and is now sticking to Dove Island like a leech to a Celestial leper. Harbour-master Gunther of Swatow is credited with having restored the prodigal to his home and a sense of the gross error of its ways. But to make assurance doubly sure the whistle has been manacled with heavy chains that would puzzle a Samson or a Hercules to smash up.

THE public will be glad to learn that Mlle. Olga Dubois has arranged to give a concert in the City Hall on Friday evening, which promises to be a very great success. It is under the special patronage of H.E. the Governor, H.E. Major-General Barker, C.B., H.E. Admiral Tiroff, and the officers of the Russian men of war now in port. The well known and talented artist is to be supported by a first class array of local talent, vocal and instrumental, and seats are already being booked rapidly at Moutrie and Robinson's.

SAYS the *N. C. Daily News*—"We may well congratulate the *Hongkong Telegraph* on the excellent appearance of its first class array of local talent, vocal and instrumental, and seats are already being booked rapidly at Moutrie and Robinson's."

THE British auxiliary-steam yacht *Saida*, 383 tons, Captain C. Macdonald, arrived here from Nagasaki this morning. She belongs to the Royal Yacht Squadron and has as passengers Mr. C. G. Millar, the owner, and several friends, including Dr. E. Willis Way, Mr. John Reid and Mr. A. M. Nicholas. Although the voyage from Nagasaki was very tempestuous, still the little vessel has arrived here without a scratch or even a missing hen-coop, and she has a very good time, having landed Nagasaki on the 3rd instant. Her report is as follows:—Left Nagasaki on the 3rd instant and during the night of the 3rd and throughout the 4th experienced variable winds, which freshened up to a strong gale lasting throughout the 4th and 5th; the sea running mountains high. Through Formosa Channel and to port encountered strong N.E. gales.

THE Stewards of the English Jockey Club, to whom the *Free Press* has already referred, are at the meeting on April 20th last, agreed a circular to the jockeys clubs of Europe, America and the British colonies, inviting a formal agreement of reciprocity, for the purpose of preventing the following offenders under the rules of one country from engaging in racing in another, namely:—(1) Persons found guilty of corrupt practices on the turf; (2) defectors for stakes and forfeits; (3) jockeys whose licences have been refused or withdrawn; (4) stable-lads discharged without a character; and have received letters of acceptance from the following:—Australian Jockey Club (Sydney) Austrian Jockey Club, Belgian Jockey Club, Calcutta Turf Club, Dutch Racing Association, French Jockey Club, Gibraltar Jockey Club, Hungarian Jockey Club, Italian Jockey Club, Union Club (Berlin), Victorian Jockey Club (Melbourne), and the Western India Turf Club. The English Jockey Club, the first and most exclusive racing tribunal in the world, does not include libel nor alleged conspiracy, nor publicly exposing swindlers and humbugs, in its list of offences which prevent any man from engaging in racing. In fact, as we have already pointed out in these columns, the English Jockey Club and all other properly constituted racing institutions confine their attentions as to the punishment of defectors and keeping racing free from rig and rancour, solely to offences against racing ethics. Corrupt practices on the turf, defectors for stakes and forfeits, jockeys convicted of "pulling," dishonest stable-lads, these are the offenders that are placed outside the pale by the great Newmarket *Sankhedrin*, a decision acquiesced in by the above list of leading Foreign and Colonial racing clubs throughout the globe. By the way, the Hongkong Jockey Club does not appear in the list—a sufficiently suggestive and significant fact to those observers of that rapidly decaying guardian of sporting interests in this colony.

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